

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	2,565 tons	Captain H. D. Jones.
"POWAN"	2,338 "	G. F. Morrison, R.M.R.
"FATSHAN"	2,260 "	R. D. Thomas.
"HANKOW"	2,073 "	C. V. Lloyd.
"KINSHAN"	1,995 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN"	1,998 tons	Captain W. E. Clarke.
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Departures from Hongkong to Macao on week days at 2 P.M. Departures on Sundays at Noon.
Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN"	2,19 tons	Captain T. Hamlin.
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This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

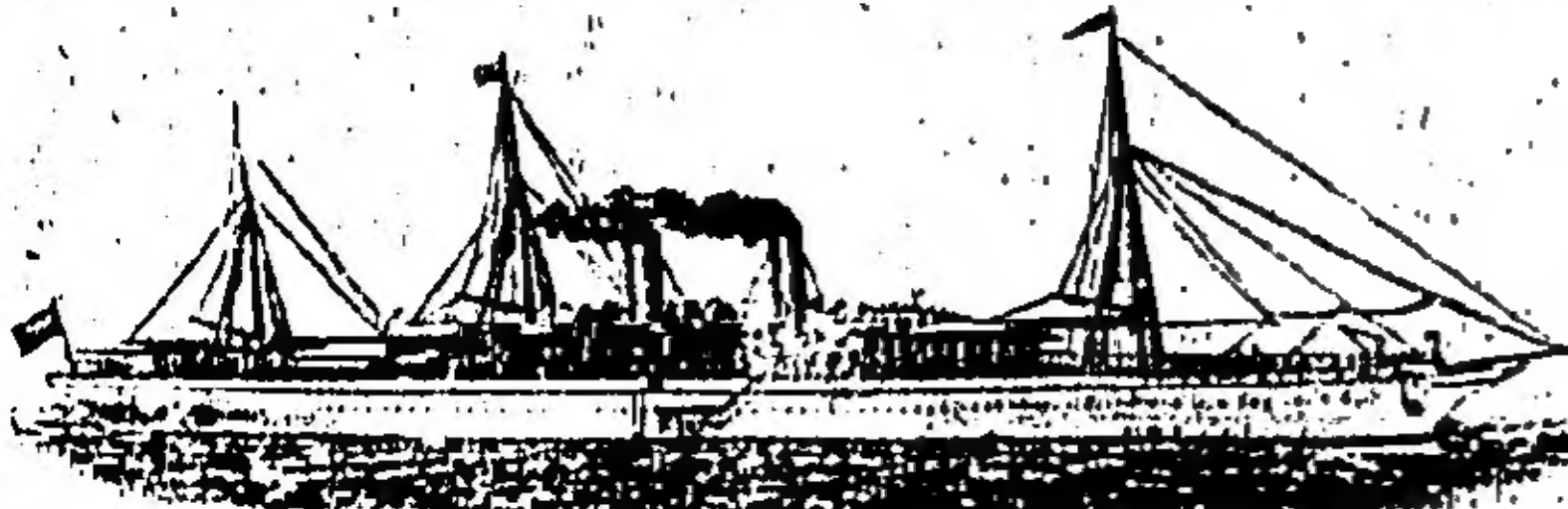
S.S. "SAINAM"	588 tons	Captain W. A. Valentine.
"NANNING"	564 "	C. Bulchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunk, Mubning, Kumchik, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow.....Single \$15.00. Return \$25.00.
Canton to Tak Hing.....Single \$12.50. Return \$21.00.
Canton to Samshui.....Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.
Hongkong, 8th September, 1905.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
SAVING 10 TO 15 DAYS ACROSS THE PACIFIC.
PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

Steamers.	Tons.	Commanders.	Sailing Dates.
R.M.S. "ATHENIAN"	2,440	S. Robinson, R.M.R.	WEDNESDAY, 1st Nov.
"EMPRESS OF INDIA"	6,000	E. Beetham, R.M.R.	WEDNESDAY, 15th Nov.
"TARTAR"	4,415	W. Davison, R.M.R.	WEDNESDAY, 29th Nov.
"EMPRESS OF JAPAN"	6,000	H. Pybus, R.M.R.	WEDNESDAY, 13th Dec.
"EMPRESS OF CHINA"	6,000	R. Archibald, R.M.R.	WEDNESDAY, 27th Jan.

Hongkong to London, 1st Class.....\$14 St. Lawrence £60. Via New York £62.
Hongkong to London, Intermediate on Steamers, and 1st Class Rail £40. | £42. |

THE magnificent twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.
R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at intermediate rates, affording superior accommodation for that class.
Passengers Booked through to all principal points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.
For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to—
D. E. BROWN, General Agent.
Hongkong, 18th October, 1905. Corner Pedder Street and Praya, opposite Blake Pier. [10]

HAMBURG-AMERIKA LINIE.

DEUTSCHER DIENST.

(Taking Cargo at through Rates) to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STREAMERS.	DESTINATIONS.	SAILING DATES.
BORUSSIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	1st Nov. Freight and Passengers.
SEBRIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	10th Nov. Freight.
SENEGAMBIA	HAVRE, BREMEN and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	18th Nov. Freight.
C. FERD. LAEISZ	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	29th Nov. Freight.
SITHONIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	13th Dec. Freight.
NUBIA	NEW YORK VIA SUEZ. (with liberty to call at the Malabar coast).	About 31st Dec. Freight.

* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabins amply lighted throughout by Electricity. Duly qualified Doctors are carried.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, 10, Queen's Buildings.

Hongkong, 18th October, 1905.

D. NOMA, TATTOOER, 60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 35 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of high rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations, which I have received from all sources.
Hongkong, 16th November, 1904.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG; PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS; Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

V.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STREAMERS.	SAILING DATES.
ZIETEN	WEDNESDAY, 25th October.
PRINZESS ALICE	WEDNESDAY, 6th November.
SACHSEN	WEDNESDAY, 22nd November.
PRINZ REGENT LUITPOLD	WEDNESDAY, 6th December.
PRINZ HEINRICH	WEDNESDAY, 20th December.
PRINZ BITEL FRIEDRICH	WEDNESDAY, 3rd January, 1906.
GNESSEAU	WEDNESDAY, 17th January.
ROON	WEDNESDAY, 31st January.
PREUSSEN	WEDNESDAY, 14th February.
ZIETEN	WEDNESDAY, 28th February.
PRINZESS ALICE	WEDNESDAY, 14th March.
SEVILTZ	WEDNESDAY, 28th March.
PRINZ REGENT LUITPOLD	WEDNESDAY, 11th April.
PRINZ BITEL FRIEDRICH	WEDNESDAY, 25th April.

ON WEDNESDAY, the 25th day of October, 1905, at Noon, the Steamship ZIETEN, Capt. F. von Binzer, with MAILES, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.
Shipping Orders will be granted till NOON, on MONDAY, the 23rd October; Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 24th October, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 24th October.
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.
The Steamer has splendid Accommodation and carries a Doctor and Stewardsess. Lines can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STREAMERS.	Tons.	SAILING DATES.
PRINZ SIGISMUND	3,303	TUESDAY, 14th November.
WILLERHOD	4,761	TUESDAY, 12th December.
PRINZ WALDEMAR	3,227	TUESDAY, 9th January.

ON TUESDAY, the 14th November, 1905, at Noon, the Steamship PRINZ SIGISMUND, Capt. D. Lenz, with Mailes, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Lines can be washed on board.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE. DIRECT FOR YOKOHAMA AND KOBE.

FOR SHANGHAI, NAGASAKI, KOBE & YOKOHAMA. ABOUT

SACHSEN	MONDAY, 30th October.
PRINZ REGENT LUITPOLD	WEDNESDAY, 8th Nov.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 24th October, 1905.

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON-KAUKONG LINE.

S.S. "TAK HING" and S.S. "HONGKONG."

SAILING EVERY EVENING AT 7 P.M. (SATURDAY EXCEPTED). THE ROUND TRIP OCCUPIES 36 HOURS.

THE steamers pass through the silk producing districts, and afford a splendid opportunity for passengers to see the Southern part of the Canton delta.

Fare for the Round Trip \$12 |

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 54 DAYS.

THE steamers sail from HONGKONG to SAMSHUI, SHUING, TAKING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip \$30 |

These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity. For further information, apply to—

BUTTERFIELD & SWIRE, AGENTS, WEST RIVER BRITISH S.S. CO., HONGKONG.

Hongkong, 5th July, 1905.

Hotels.

OCCIDENTAL HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS

TO ORDER IN

EVERY ROOM

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 10th May 1905.

ORIENTAL HOTEL, MACAO.

A FIRST CLASS HOTEL situated in the Centre of Praya Grande with splendid view of the harbour.

LARGE AND LOFTY ROOMS,

Elegantly Furnished.

EXCELLENT CUISINE.

WINES AND SPIRITS of the best quality.

BILLIARD TABLE, the best in the Far East.

EVERY COMFORT FOR RESIDENTS AND TOURISTS.

For Terms, &c., apply to—

THE MANAGER, Macao, 16th October, 1905.

Dentistry.

Dr. M. H. CHAUN.

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY,

37, DES VOUES ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 22nd July, 1905.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 24th July, 1905.

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & CO., Agents.
Hongkong 24th May, 1905.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$4.75 per Cask.

In Bags of 250 lbs. net \$2.80 per Bag.

In Bulk, \$2.50 per Ton.

SHEWAN TOMES & CO., General Managers.

Hongkong, 24th September, 1905.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 85 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft.; bottom 45.6 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 378, 508, or 681

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

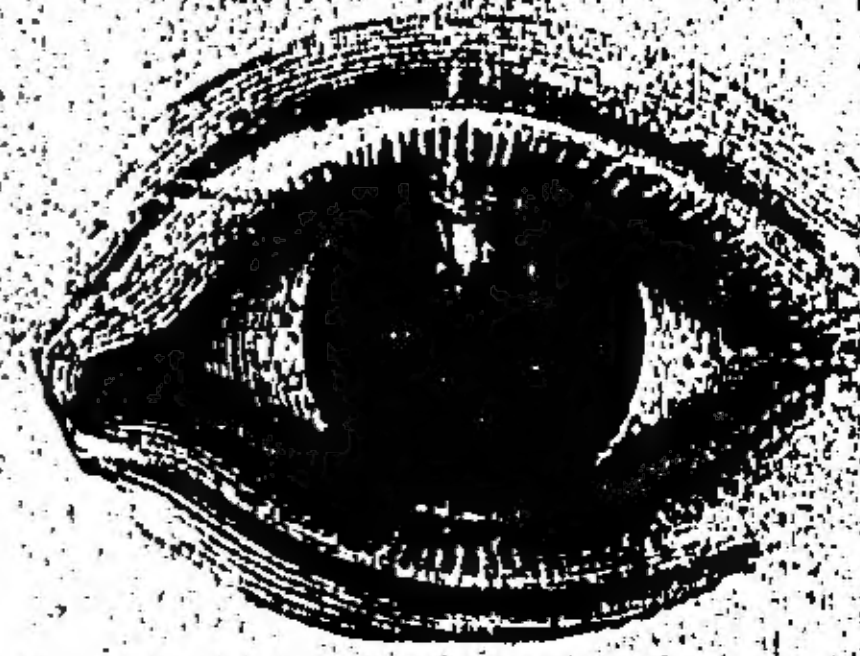
Liebers, Sootts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

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EYES

RIGHT!



N. LAZARUS, OPHTHALMIC OPTICIAN, 10, D'AGUILAR STREET, HONGKONG, (One Minute's Walk from the Post Office).

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask or write for Illustrated Booklet on "Effective Sight"—free.
LONDON, CALCUTTA, SHANGHAI, HONGKONG, 24th March, 1904.

F. BLACKHEAD & CO., SHIPCHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS, AND GENERAL COMMISSION AGENTS.

GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTJEN'S GENUINE COMPOSITION REINFORCED BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

REASONABLE PRICES.

Hongkong, 7th March, 1905.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED, IN LIQUIDATION.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m.	Every 30 minutes.
7.30 a.m. to 8.00 a.m.	Every 10 minutes.
8.00 a.m. to 8.30 a.m.	Every 15 minutes.
8.30 a.m. to 9.00 a.m.	Every 10 minutes.
9.00 a.m. to 11.00 a.m.	Every 15 minutes.
11.30 a.m. to 12.45 p.m.	Every 15 minutes.
12.45 p.m. to 1.15 p.m.	Every 10 minutes.
1.15 p.m. to 1.45 p.m.	Every 15 minutes.
1.45 p.m. to 2.15 p.m.	Every 10 minutes.
2.15 p.m. to 3.00 p.m.	Every 15 minutes.
3.30 p.m. to 5.00 p.m.	Every 15 minutes.
5.10 p.m. to 8.00 p.m.	Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m.	Every 15 minutes.
9.00 a.m. to 9.30 a.m.	Every 30 minutes.
9.30 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 a.m. to 11.00 a.m.	Every 10 minutes.
12.00 Noon to 1.00 p.m.	Every 10 minutes.
1.00 p.m. to 5.00 p.m.	Every 15 minutes.
5.00 p.m. to 6.00 p.m.	Every 10 minutes.
6.00 p.m. to 7.00 p.m.	Every 15 minutes.
7.00 p.m. to 8.00 p.m.	Every 10 minutes.

NIGHT CARS as on Week Days.

Extra cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON, Liquidators.

Hongkong, 18th July, 1905.



Gold Medals PARIS 1889 & 1900

Regd. Brand

HARRIS, CALDWELL & SONS, Ltd.

REPRESENTATIVES FOR HONGKONG & CHINA, HOWARD & CO., 10, QUEEN'S ROAD CENTRAL, HONGKONG.

Sole Agents for Far East, HOWARD & CO., 10, Des Voeux Road, Central, Hongkong. Agents wanted in every port. For particulars and terms, apply to—

HOWARD & CO., Hongkong, 24th November, 1904.

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THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHER.

41 & 43, QUEEN'S ROAD CENTRAL, TOP FLOOR.

PORTRAITS, GROUPS, AND ENLARGING AND COPYING in all sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICES VERY MODERATE.

Hongkong, 15th September, 1905.

MEE CHEUNG.

PHOTOGRAPHER.

For Floor, 10, Queen's Road, Central.

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Intimations.

WM. POWELL,
LIMITED."ALEXANDRA
BUILDINGS"
Des Vaux Road.NEW GOODS
NOW ON SHOW.TRIMMED AND
UNTRIMMED
MILLINERY
FLOWERS,
FOLIAGE, AND
RIBBONS.SILK BLOUSES
DELAINE SHIRTS
GOLFERS.LACE COLLARS,
BERTHAS AND
JABOTS.SILK AND LACE
NECKWEAR.Light & Medium-weight
PUREUNSHRINKABLE
WOOLLEN VESTS
DRAWERS,COMBINATIONS
& SPENCERS.FINE CASHMERE
HOSIERY.SILK & KID BELTS,
Latest Designs.DAINTY FANCY
HANDKERCHIEFS.A large assortment of
SMARTLY-CUT
UNDERSKIRTS,
For Morning and Evening wear.English and American
(Black, Bronze & Tan)
BOOTS AND SHOES
with Button, Lace, Buckle or Strap.White Kid, Ivory Satin,
Black-beaded and
Bronze-beadedEVENING
FOOTWEAR.

Best Quality at Moderate Prices.

WHITE KID GLOVES
Self and Black Points.SOFT CHAMOIS
WASHING GLOVES.DRESS FABRICS
in endless variety.

All the Newest Goods on the Market.

INSPECTION INVITED

WM. POWELL & CO.
HONGKONG

Notices of Firms.

NOTICE
I HAVE this day RESUMED CHARGE
of the Company's affairs at this Port.
E. A. HEWITT,
Superintendent,
P. & O. S. N. Co.
Hongkong, 23rd October, 1905. [1034]NOTICE
I HEREBY GIVE NOTICE that on the
1st day of October 1905, I admitted into
Partnership in the business carried on by me
under the style of MACDONALD & Co.
Mr. JOHN WILKIE, and the business will
henceforth be carried on by myself and
the said JOHN WILKIE under the style of
MACDONALD & Co.
D. MACDONALD.
Hongkong, 21st October, 1905. [1035]

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions
to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,
onFRIDAY AND SATURDAY,
the 27th and 28th October, 1905, commencing
each day at 2.30 P.M. sharp, at their
Sales Rooms, No. 8, Des Vaux Road,
corner of Ice House Street.A LARGE ASSORTMENT OF
OLD PEKIN CURIOS,
Comprising—OLD CHINA VASES, WALL PLATES
and INCENSE BURNERS, CLOISONNE
VASES and WALL PLATES, OLD
BRONZES, SNUFF BOTTLES, CARVED
WOOD ORNAMENTS, TEMPLE PALACE
and WALL HANGINGS, SILK EMBOI-
DERIES, &c., &c., &c.Catalogues will be issued.
TERMS—As usual.HUGHES & HOUGH,
Auctioneers.
Hongkong, 23rd October, 1905. [1036]

PUBLIC AUCTION.

THE Undersigned have received instructions
to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,
onFRIDAY,
the 27th October, 1905, at 3 P.M., at the
Wing Lok Street Wharf,
The River Passenger Steamer
"YING KING."For Particulars, apply to the Auctioneers.
TERMS—As usual.HUGHES & HOUGH,
Auctioneers.
Hongkong, 18th October, 1905. [1037]

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of
the letting by Public Auction Sale, to be
held on MONDAY, the 30th day of October,
1905, at 3 P.M., on the actual site, by Order
of His Excellency the Governor, of the right to
Quarry Stone on Two Lots of CROWN LAND
at Ngau Shui Wan, near Tai Wan Village,
New Kowloon, in the New Territory of Hong-
kong, for a period extending from date of sale
up to and including 31st March, 1907.

PARTICULARS OF THE LOT.

No. of Lot.	Boundary Measurements.	Area in Acres.	Area in Square Feet.	Area in Square Meters.
1	West of Tai Wan Village, near Shui Wan, New Territory.	78	340	350
2	Disso.	200	800	80

Hongkong, 21st October, 1905. [1038]

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of
the letting by Public Auction Sale, to be
held on MONDAY, the 30th day of October,
1905, at 3 P.M., at the Office of the Public
Works Department, by Order of His Excellency
the Governor, of One Lot of CROWN LAND
adjoining Rural Building Lot 44 at Deep
Water Bay, in the Colony of Hongkong, for a
term of 75 years, commencing from 22nd June,
1880.

PARTICULARS OF THE LOT.

No. of Lot.	Boundary Measurements.	Area in Acres.	Area in Square Feet.	Area in Square Meters.
1	Disso.	200	800	80

Hongkong, 21st October, 1905. [1039]

BAY VIEW HOUSE,

MACAO.

SITUATED at the most charming part
of Macao's Famous Beach, has just
been opened for the public, and for the
benefit of Hongkong visitors, who travel
to this delightful resort.BATHING PARTIES, and indeed every
holiday seeker on pleasure boat, will find
all that is required, supplied at BAY VIEW
HOUSE.MORNING TEAS, BREAKFASTS,
LUNCHES, AFTERNOON TEAS, and
DINNERS can be supplied to any number
at the shortest notice, and at the most
reasonable prices.On SUNDAY Morn served a la carte
from 11 A.M. to 3 P.M.Only the finest Brands of WINES and
LIQUEURS will be kept in stock.LIGHT REFRESHMENTS of every
description, including Ices, may be had at
the lowest prices.After one trial of the fancy fare at BAY
VIEW HOUSE you will be loth to return
to Hongkong.J. B. MACDONALD & CO.,
Proprietors.

BAY VIEW, MACAO.

Hongkong, 21st October, 1905. [1040]

TRADE WITH JAPAN.

SATISFACTORY PROSPECTS.

HEAVY WHEAT IMPORTATIONS PROBABLE.

The Premier has received a report from Mr.
Sutor, Commercial Agent, Japan, for the
month of July. Mr. Sutor says that for the six
months ending June 30 last there is a decided
increase in both imports and exports but more
so in connection with the former, in consequ-
ence of heavy importations in anticipation of the
lucrative duties. The total importations were
£8,544,787. In connection with these there is
an increase of £10,381,300 as compared with
the first six months of 1904, of which the im-
portations of raw cotton, wool, leather, machi-
nery, woollen cloths, grains, etc., are very
conspicuous.The total exports were £14,373,975. Com-
pared with 1904 there is an increase of only
£527,354.In the last despatch attention was drawn to
damage done to local crops through the har-
vesting running into the rainy season. It is
now estimated that the shortage will be about
20 per cent. less than for a normal year for bar-
ley, oats, and wheat. "It" says Mr. Sutor,
"New South Wales can only be blessed with a
good harvest for the coming season; then I
have very reason to expect heavy importations
from Australia. New and grain wheat are
spoken of in high favour, but it is of the greatest
importance to give close attention to the sug-
gestions previously made as to weights, sound-
ness of bags, etc." Judging from certain news-
paper extracts forwarded to my office "it would
appear that certain of our people are rather in-
clined to discredit the report I made some time
back with reference to defective shipments and
losses through not having taken samples at my
office. I can assure you that such is not the
case, and if any of our people still have fur-
ther doubts I shall be glad if they will call upon
Mr. J. W. Gillespie, of Messrs Gillespie Bros.,
of Sydney. I did not appeal to Mr. Gillespie
in the matter, but certain merchants did, and
he saw with his own eyes exactly what I com-
plained of."In drawing attention to matters of the na-
ture referred to I can assure you that I do not
act with any hostile feelings. I am too proud
of my country and the products thereof to be
guilty of such conduct, but finding, as I did,
that our products were getting a bad name in
consequence of the defects mentioned, and
being freely spoken about, I deemed it my
duty to respectfully draw attention thereto.
In the East we cannot be too careful in the
get-up of our products, more especially the
question of bagging for grain. The Ameri-
cans may and do defective bags to Australia, as
mentioned in one of the extracts sent me, but
I can assure you that they pay very respectful
attention to prejudices at this end, and in ad-
dition send spare bags to meet cases of bags
getting broken when unloading. I trust our
people may see fit to do likewise, and also pay
attention to my previous remarks having refer-
ence to uniformity of weights for all bags
under certain distinguishing brands. This system
has come greatly into favour with the
native buyers from the fact that they take a
few bags of each distinguishing brand, weigh
them, and, if found correct, then accept the
balance of consignment as correct. In the
case of bags with no distinguishing brands, the
tedious process of weighing all bags has to be
gone through, and on small scales, there being
no large weighing scales in use in Japan. The
former system leads to expeditious deliv-
eries, and is much appreciated, whereas the
latter leads to endless delays.During the month I received some samples
of excellent New South Wales wheat and oats,
which are very highly spoken of. With the
shortage in local crops it is quite possible
that orders may be called at an early date;
in fact, as per my cable of some few days
back, action is already being taken in con-
nection with the oats, and by one of the largest
merchants in Japan, who has not hitherto
touched the Australian grain trade. I am also
advised that orders may be sent later on for
seed wheat, just for the purpose of trying a
new strain. Some samples I have come from
the Wellington district, and experts have pro-
nounced them as excellent.I have received samples of compressed
fodder, but regret to state there are no particu-
lars as to composition, and information as to
the quality of the material, but could not give
definite particulars. For the information of our
people, I beg to mention that the fodder most
in favour consists of the following—Datan chaff,
72lb.; oats, 25lb.; bran, 12lb.; total, 112lb.
They should be do. c. u. in bales of 10cwt. each,
with board ends and two fine steel or iron
bands longitudinally. The Victorian com-
pressed fodder has established quite a reputa-
tion in the East, so much so that the Japanese
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the local production cannot be compared with
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ROBERT PORTER
& CO.,

BOTTLERS OF THE FAMOUS

BULL DOG
BRAND

BASS ALE, GUINNESS STOUT,

AND

LIGHT ALES.

PRICES:
PER CASE

"BULL DOG" Bass Ale	8 doz. pils. \$25. Per doz. pils. \$3.25
"BULL DOG" Light Ale in Cham- pagne Bots. (specially brewed for this climate)	4 " pils. \$18. " " pils. \$4.50 8 " pils. \$24. " " pils. \$3.00 12 " splits \$27. " " splits \$2.40
"BULL DOG" Guinness Stout	8 " pils. \$24. " " pils. \$3.00 Do. " " splits \$28. " " splits \$2.40

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ALEXANDRA BUILDINGS.

ESTABLISHED A.D. 1847.
Hongkong, 23rd September, 1905.

GREGOR & CO.,

34, QUEEN'S ROAD CENTRAL,

1ST FLOOR.

SHERRIES

FROM

SANDEMAN, BUCK

& CO.,

XERES, SPAIN.

THE

OLDEST FAVOURITES

in the East.

Hongkong, 25th July, 1905.

On 19th October, at Soochow, the wife of the Rev. A. R. KAPLAN, of a son.
On 16th October, at Shanghai, to Mr. and Mrs. J. FROST, a son.
On the 18th October, at Shanghai, the wife of Mr. S. COCK, of a daughter.

The Hongkong Telegraph

HONGKONG, TUESDAY, OCTOBER 24, 1905.

IN AID OF "DISTRESSED FOREIGNERS."

A correspondent of a Shanghai paper, who has evidently been affected by the appearance of "distressed foreigners" in the northern Settlement, has drawn up a series of suggestions on the subject which are worthy of consideration. The writer has found that few people are inclined to indulge in indiscriminate charity, because they believe that "not a little good money, charitably given, is really wasted." He points out, however, that while the men in dire want in Shanghai are comparatively few, the community as a whole is comparatively well-off. The next point, that "it is almost always impossible to prove the statement of an applicant as to his past history" will be generally admitted. Several cases are cited where the applicant, for relief from a fair tale as to his condition, and even adhered to it when evidences refuting the child of his imagination were produced. Evidently the writer was not always unfortunate in his bestowal of charity, however, for he says—"I have had a short loan of money returned with interest at twenty per cent. for the good of the poor-box." That was an instance where one was rescued at the expense of ninety-nine unregenerates. With the view of alleviating the distress of the worthy, and discovering which of the candidates for relief are entitled to a helping hand, the writer propounds several suggestions. He proposes that the Mission to Seamen Society or some other benevolent society should open a depot during the winter, where distressed foreigners might receive coffee-house tickets, and orders for supper, bed, and breakfast. The recipients should be required to state their name, nationality, and the date when they arrived in Shanghai. Any applicant for relief who had been reported as disorderly or who refused work should be struck off the register. If the scheme proved satisfactory, the promoters would have data at hand to check the influx of beachcombers into Shanghai. The only argument against it is that the cost would be very heavy, but the writer believes that it would be an improvement on the present system. The success of the scheme would "depend partly on the co-operation of all the other benevolent societies, both in method and finance; partly on the confidence of the public; and perhaps chiefly on the man in charge of the depot." There is, no doubt, much to be said for the idea outlined by the Shanghai writer, but it is doubtful if it would apply to Hongkong. In the first place, the "distressed foreigner"—as he is euphemistically termed—is seldom entitled to sympathy, and in those cases where he is honestly on his beam-ends through a combination of misfortune and bad luck he usually finds his way cleared for him. It is evident that the writer refers particularly to seamen when he speaks of "distressed foreigners," but they are comparatively well off compared with the individual who is stranded, and has no trade or occupation to fall back upon. People in the East have been so long tormented by the beachcomber element that where they have not grown absolutely callous to the appeals for help, they have become chary of dispensing casual relief. The story of the beachcomber who upon being advised by a local resident to go to the House of Detention calmly inquired what was the cost of a "chair" up the hill, is a case in point. At the same time foreigners cannot be allowed to wander about the streets starving, and if the scheme suggested by the Shanghai writer is taken up, Hongkong will watch with interest the progress and results of the movement.

JAPAN'S ENTERPRISE.

Now that the war is at an end, the merchants of Japan are turning their attention to the conquest of the commercial fields in the Far East. In order to secure a footing in the new markets which are daily being opened up, it is recognised as the first essential that Japan's merchant must be equal to the burden of conveying Japanese products to the markets. The *Nichi-Nichi*, with the object of laying the situation clearly before the commercial community, has drawn up a series of statistics showing the relative position of Japan in the carrying trade. Of course, it must be remembered that the war disorganised and dislocated the trade of the large shipping companies in Japan, but, nevertheless, it is quite evident that the Japanese are slowly forging ahead. It is unnecessary to deal with the figures relating to Japan's overseas trade; the important point is Japan's trade with China, as con-

trasted with that of other Powers. In 1904, no less than 52 per cent. of the vessels entering Chinese ports were flying British colours; Japan's proportion was 5 per cent. But that was due to the war, for whereas in 1903 the British vessels accounted for 49 per cent., Japanese vessels entered Chinese ports to the extent of 14 per cent. The percentage of German vessels in 1903 was 12, the same as in 1905. The tonnage of the British vessels in 1904 amounted to 32,934,000; Japanese, 3,872,000; in 1903 the tonnage of the British vessels was 28,123,000; and the Japanese, 7,965,000. The *Nichi-Nichi* remarks that if the statistics are a reliable guide, Japan's maritime trade with China is still in an undeveloped state, and remarks, "Here, as elsewhere, lies a promising field for the enterprise of Japanese ship-owners; certainly this is not the time to remain pessimistic." And in order to compete on favourable terms with foreigners, Japanese shipowners are advised to reduce their freight charges. The *Nichi-Nichi* is responsible for the statement that Japanese vessels are more expensive to work than foreign vessels. They consume more coal for one thing; but it will certainly come as a surprise to the majority of people to learn that to run a Japanese boat costs more than to run, say, a Norwegian boat. It used to be accepted as a proved fact that Japanese vessels were able to charge lower freight rates and lower passenger fares simply because they were run on the most economical plan. Apparently we will have to reconstruct our ideas on that head. The Tokyo journal insists that the Japanese maritime trade is still in its infancy, but emphasises the fact that Japan has a golden opportunity to capture the trade of China. An interesting proposition is made as to the manner in which the freight charges may be kept at a paying rate. The Japanese shipping firms are able to charge lower rates than their foreign rivals without incurring loss. But when the transportation of troops from Manchuria is concluded, there will be a plethora of merchant ships released by the Government, and these will be ready to accept freight at rates which will barely cover expenses. The *Nichi-Nichi* suggests that, in order to prevent the swamping of the shipping business, the Government should stop selling those vessels which were captured during the war. It is a rather ingenious idea; the only fault to be found with it lies in the question—What is to become of those vessels which are retained by the Government? From all this, however, it will be seen that Japan is bent on a maritime campaign which will have far-reaching effects and if Hongkong shipping firms are to maintain their position, the utmost vigilance in combatting the resolute and indomitable rivals in Japan must be exercised.

LOCAL AND GENERAL.

EUROPE'S output of sugar in 1905 is estimated at 5,625,000 tons compared with 4,690,000 tons in 1904.

A TIENTSIN wire of 20th inst. reports that the German Naval Office at Berlin gave orders to release the interned Russian men-of-war that day.

It is stated that the Chinese Government has decided to abandon the idea of redeeming the Chinese Eastern Railway, as some foreign Powers show a tendency to intervene.

LEAVE of absence on private affairs to the neighbouring countries, has been granted to Major W. A. F. Williamson, Army Service Corps, from 31st inst. to 1st December.

RETURN of visitors to the City Hall Library and Museum for the week ending the 22nd inst.:—Library—Non-Chinese, 272; Chinese, 104; Total, 376. Museum—Non-Chinese, 56; Chinese, 2,603; Total, 2,659.

THE N. Y. K. s.s. *Fushiki Maru*, which left Shanghai for Japan on the 11th inst., put back to that port on the 13th, having had her circulating pump disabled. She is now undergoing repair at the New Dock Wharf, and will be detained about a fortnight.

THE suffering inhabitants of the province of Cebu have been the objects of attention at the hands of the members of the Hongkong Junta and the Filipino women of Hongkong. Of the amount subscribed £272 was donated by the women who signed the circular request for aid.

ONE of the largest shipments of government forage ever sent to Manila left Seattle on the Boston Steamship company's steamer *Hyades*, September 26. The *Hyades* brings 6,000 tons and there is still another 1,000 tons which will follow on one of the next vessels of that company. In addition to the 6,000 tons of hay and oats the *Hyades* will carry 200 telegraph poles. The *Hyades* is due to arrive in Manila on or about November 7.

THE C.P.R. steamer *Albatross*, which arrived at Kobe on 13th inst. from Vancouver, brought twenty-five American cattle, cows and bulls to be used for breeding purposes in Japan. The animal were landed at the Kamakura animal quarantine station. Nineteen of the cattle are brought over to the order of the Department of Agriculture and Commerce, and they are to be sent to the Shikoku Island pastures. The remainder are destined for Sakaima, Aomori and Akita Prefecture.

THE number of steamers seized by the Japanese during the war was 61, and 54 were declared lawful prizes of war.

THE gentry of Shanghai are considering the advisability of inaugurating a railway system, and propose to begin with a line from Hailan to Tungshan.

SOME anxiety is being felt by Japanese ship-owners in regard to possible competition in the future from the steamers which have been under charter during the war.

A WASHINGTON telegram states that the British Army Council is discussing a proposal to increase the Army to two hundred and fifty thousand. The number is expected to include volunteer and militia.

A SPECIAL notice to mariners warns vessels proceeding to Vladivostok that they must lie off Cape Gamoff and wait there for a pilot boat to conduct them into the harbour. It is strictly forbidden by the Russian authorities to enter Ussuri Bay.

THE *Chugai Shogyo* positively denies that the Armstrong Company has entered into any arrangement to start works in Japan. Negotiations of that nature are said to be in progress with some other company, but nothing definite has been allowed to transpire.

THE H.A.L. str. *Melita*, which arrived at Shanghai from Hankow on the 19th inst., reported: At 5 a.m. on the 15th instant found the tug *Samson* on the beach at Cock's Head. The str. *Melita* and *Meishun* tried for seven hours to get her off, but without success.

THE Tientsin Magistrate has issued a long proclamation prohibiting the importation of copper coins from other provinces. Chou Fu has also memorialised against the importation of any from abroad, and against any passengers being allowed to carry more than 2000.

A GOLF Club has been successfully inaugurated at Shanghai with the following officers:—President, Mr. H. W. de Saumary; Hon. Sec. and Treasurer, Mr. W. B. Lockhart; Committee: Messrs. J. Mancini, J. E. Lemiere, L. Dudeney, K. Schirmer, M. de Jesus, A. E. Moses, and P. S. Selina.

THE sending back of the Japanese Armies from Manchuria has already commenced. The troops will be embarked at Dairen, Anjing, and Gensan and will be landed at Nioshima, Moji, and Higo. The whole transport will be carried through in six months and will be subsequently finished in April. General Haraguchi has been appointed commander of the Japanese railway guards remaining in Manchuria.

TIENTSIN papers, to the 13th inst., state.—The eighth daughter of Prince Ching was married on the 10th inst.—A big fire broke out in the Austrian Concession on the 11th inst.; a cigarette factory, a flour mill, and a soap factory were burnt out.—Arrangements have been made to take cinematograph pictures of the forthcoming manoeuvres for the benefit of the Empress Dowager.—A Chinese Consul to Calcutta will shortly be appointed.

AN action has been brought at Kobe by a junk owner against the Pacific Mail Steamship Co. to recover yen 997.50, compensation for the loss of a junk and cargo, run down by the P. M. steamer *Siberia* on January 10th last, off Wada Point. The defendants denied that the junk was showing lights at the time, and said she was lying right in the course taken by steamers, and the *Siberia* was in no way responsible for the collision. Judgment was reserved.

CHAN Ah King, the contractor, made his fifteenth appearance before the Magistrate this morning, when he stood up before Mr. Hazleland in response to an adjourned summons charging him with carrying on building operations, without having previously submitted plans therefor for the approval of the Public Works Department. When the case was called on Mr. W. T. Edwards, of the P.W.D., had now submitted the necessary plans which were under consideration.—His Worship.—It is very refreshing to hear that of Mr. Chan. The case stands adjourned *sine die*.

In the Summary Court this morning, before His Honour Mr. Justice A. G. Wise, Li Kai sued the Shing Lee firm for \$1,000 being money due on a promissory note. Mr. C. E. H. Beavis, of Messrs. Wilkinson and Grist, appeared for the plaintiffs, and defendant was neither present nor represented. The debt was proved and judgment was given for plaintiff with costs.—Mr. Beavis then claimed on behalf of the Chan Yuen firm in a suit against the defendant for the recovery of \$23,924, money due for goods sold and delivered. Plaintiff proved the debt and judgment was given for him with costs.—Mr. Otto Kong Sing next sought judgment on behalf of the Sun, Hop Leung firm, against the same defendant, for the recovery of \$351.13 due for goods sold and delivered. The claim was proved by plaintiff and judgment given in his favour with costs.

ITEMS from the *Nanfengpao* show that a telegram has been dispatched to Japan recalling the Chinese students who have graduated in the police schools there for employment under the new Board of Constabulary. A scheme has been submitted to the Chinese Government for the federation of the Mongolian States as a measure against foreign aggression, but no decision has yet been arrived at.—Mandchuria having been formed into a province, Cheng Teichuan is to be appointed Governor of Klink and Shih Nih-ze (ex-Governor of Kwangsi) Governor of Heilungkiang. A new naval command will be the Liang-hi squadron, to which Admiral Shih Chen-ching is to be transferred. Admiral Li Tzu-hsiang will have the substantive appointment to command the Kwangtung Squadron. The new command will be the Liang-hi squadron, to which Admiral Shih Chen-ching is to be transferred. Admiral Li Tzu-hsiang will have the substantive appointment to command the Kwangtung Squadron. The new command will be the Liang-hi squadron, to which Admiral Shih Chen-ching is to be transferred. Admiral Li Tzu-hsiang will have the substantive appointment to command the Kwangtung Squadron.

FROM a prominent announcement which appears in the *Shanghai Herald*, published at Aylesbury, we observe that "The Bell" is "under new management." There would be nothing interesting to Shanghai readers in that, were it not for the fact that Miss Bell is Mr. J. P. Cottam, of Hongkong, the founder of the familiar gentlemen's outfitting establishment at that port and previously of Hall and Holts, Shanghai. When he left Hongkong, some three years ago, Mr. Cottam was regarded as one of the oldest residents in the East, and it is pleasing to think that he is taking so well with life in the old country as to settle down once more to business. His many friends in the Far East wish him all success in his new departure, and no doubt "The Bell," which is within easy cycling distance of the metropolis, will attract many former residents of the East and many who go home on holiday.—*Shanghai Times*.

SOME time ago the *S. C. Daily Journal*, mentioned that Viceroy Chang Chih-tung, had raised a loan from the Hongkong and Shanghai Banking Corporation to start waterworks at Hankow. Now, we (*Mercure*) learn from an independent source that the concession is under negotiation with the Viceroy by Messrs. Jardine, Matheson and Co. The idea is to start a limited company to be registered at Hongkong while enabling Chinese capitalists to join the company as shareholders. However, the Viceroy objected to this proposal, and insisted upon having the enterprise under his own control instead of registering the company at Hongkong. The matter is still unsettled. The works if carried through will be confined to the British settlement there, alone for trial and when found satisfactory it will be extended to the Chinese quarters. The water of the Yangtze will not be used, but that of the river Han will be the source of supply for the proposed scheme.

TANJONG PAGAR DOCK ARBITRATION.

A VISIT TO THE DOCKS.

Somewhat unexpectedly, says the *Strait Times* of the 16th inst., the first meeting of the Tanjong Pagar Dock Arbitration Board was summoned for this morning, and took place at 11 o'clock in the Legislative Council Chamber. Those present were:—Umpire—Sir Michael Hicks-Beach. Arbitrators—For the Government, Mr. J. C. Inglis; for the Dock Co., Sir Edward Boyle, K.C. Counsel and Solicitors—For the Government, Mr. Balfour Browne, K.C.; for the Company, Mr. A. R. Adams, Mr. L. M. Woodward; for the Co., Lord Robert Cecil, K.C., Mr. H. Fort, Mr. E. C. Ellis, Mr. J. Druce, Mr. Matthew, Mr. Cresser, Engineers, etc.—For the Government, Mr. W. Matthews, Mr. E. Moulds, Mr. W. J. Towell, Mr. S. Tomlinson, Mr. P. R. Warren, Mr. Malby; for the Co., Mr. P. W. Meik, Mr. P. White, Mr. E. Moulds, Mr. Halsey and Mr. Spencer.

Sir Michael Hicks-Beach said that paragraph 10 of the Expropriation Ordinance provided that if the Direction of the Company fail to agree with the Government as to the sum to be paid as compensation for the taking over of the undertaking of the Company the sum to be so paid shall be determined by arbitration; and paragraph 12 provided for the holding of the Arbitration Court if it was under the latter section that they were now constituted. Mr. Egerton Eastwick was appointed to act as Secretary to the Board.

Mr. Woodward as a Justice of the Peace administered the formal declaration to the arbitrators. Mr. Balfour Browne stated that the declaration for the umpire had not yet been drawn up, but would be prepared in due course. It was agreed to draft a memorandum providing that the evidence taken before the umpire sitting before the arbitrators should be evidence taken before the umpire—in case they differed.

Mr. Balfour Browne suggested that before the formal proceedings were opened it would be convenient for the Court to have a view of the premises, the formal sittings to begin to-morrow. Lord Robert Cecil agreed that this would be a convenient course to follow. It was agreed to make the inspection this afternoon, the umpire and arbitrators to be accompanied by Mr. Matthews, Mr. Moulds and Mr. Nicholson to point out the different parts of the works to them. There was some question raised as to Mr. Nicholson accompanying the party, he being a Government servant, but Sir Michael Hicks-Beach said he saw no reason why Mr. Nicholson as Manager of the Docks should not accompany them, and the matter was dropped. It was arranged that the party should leave the Club at half-past two o'clock, and should proceed by launch along the wharves at low water. The inspection of the landward property to be made by means of carriages to be in waiting.

Lord Robert Cecil remarked that they did not think the case turned upon any detailed examination of the works or machinery. Mr. Balfour Browne said that the Government were going to submit just the opposite. Lord Robert Cecil.—We do not think it is material. Mr. Browne asked what hours were proposed to be devoted to the arbitration to-morrow? Lord Robert Cecil thought about four or five hours.

Mr. Balfour Browne suggested meeting at ten o'clock, adjourning from one till two, and sitting till half past four o'clock. Sir Michael Hicks-Beach.—Put it in a list instead of 5. Mr. Balfour Browne.—I withdraw my suggestion. Sir Edward Boyle pointed out a slight irregularity in the form of the administration of the declaration to Mr. Inglis and himself relative to the umpire's declaration. Counsel mutually agreed that no technical objection would be taken on that point. Maps were afterwards submitted, and the main features of the Tanjong Pagar property pointed out to the members of the Court, preparatory to their visit. It was stated that following plans would be provided and that large scale roll-up maps would be published in the Council Chamber for explanatory purposes. Lord Robert Cecil remarked that he thought that the hours of sitting had been fixed, and he had been told by some of those who had been in Singapore that the umpire would be found too busy in this climate to attend to the arbitration work as it was stated and he now withdrew. The meeting then adjourned till to-morrow at 10 o'clock.

TELEGRAMS.

HONGKONG TELEGRAPH SERVICE.

RUSSIAN WARSHIPS.

DOCKING AT SHANGHAI.

[From Our Own Correspondent.]

Shanghai, 24th October, 2.35 p.m.

The first of the four Russian warships to be docked has now been taken in hand; the gunboat *Mandjour* having been placed in S. O. Farnham Boyd's docks to-day.

[The other Russian ships at Shanghai, which have to be docked include the cruiser *Abdolo*, the torpedo-boat *Bodry*, and *Ghensky*, and the transports which accompanied the Baltic Fleet, viz.—*Curvica* and *Livonia*, the *Keres*, *Meteor*, *Sulr*, *Varona*, *Wladimir*, and *Yaroslav* having been already overhauled.]

THE NAVAL REVIEW.

OFF YOKOHAMA.

ADMIRAL NOEL DECORATED.

[From Our Own Correspondent.]

Shanghai, 24th October, 2.35 p.m.

Unprecedented enthusiasm was exhibited on the occasion of the naval review by the Emperor of Japan at Yokohama on Monday.

H. I. M. the Mikado was attended by six Japanese princes and displayed the keenest interest in the manœuvring of the 175 Japanese warships, and the thirteen ships of the British squadron drawn up in front of the Japanese lines.

The Emperor subsequently decorated Admiral Noel with the First Class Order of the Rising Sun.

AERATED WATERS.

A DANGEROUS PRACTICE.

At the Magistrate's this morning, Wong Tak Shin, of No. 112, Hollywood Road, was prosecuted, at the instance of the Sanitary authorities, for using an aerated water manufacturing machine which contained lead and copper as internal component parts.

Inspector Lamble stated that, on Friday last, he visited the defendant's shop and purchased two bottles of lemonade. One of these he kept and the other he handed to the Government Analyst.

Dr. N. Pearce said he received a certificate from the Government Analyst, which read that "one gallon of liquid contained one grain of lead." That meant that the proportion of lead found in the contents of the bottle amounted to one grain per gallon. He was of opinion that the presence of that proportion of lead in a liquid intended for human consumption was dangerous to health. Lead was an accumulative poison and drinks containing that proportion was found in it. He thought, in this case the lead came from the pipes used in the preparation of gas. He was at the shop this morning and saw a quantity of lemonade and coloured drinks, but did not see the machine in operation.

His Worship said that before inflicting any penalty he would adjourn the case for one week on the defendant giving his undertaking to replace the pipes with others of a non-lethal nature.

This undertaking having been given, the case was adjourned for a week.

HONGKONG LETTERS.

FOUND IN A RANGOON WELL.

On the night of 6th inst. a bundle of letters was fished out of a well at Rangoon, opposite the tramway buildings, by a person who was drawing water. The letters could not have been long in the well, for the water had not penetrated through the covers, and the stamps had not been washed off; nor the writing on the covers rendered illegible. The bulk of the letters (which are written in Hindi and are open) bear the Hongkong postmark, and are addressed to Thayemyo and are addressed to Rangoon and other places. (Bangkok, Bhamo, etc.) The covers it would seem, says the *Rangoon Times*, that someone had been stealing these letters (perhaps belonging to the Burma regiment, which was in Hongkong, then went to Thayemyo, and is now in Mandalay) since 1902, and only from their contents can it be ascertained whether he has been enriching himself at the expense of others. This will probably be soon discovered.

SHIPPING AND MAILS.

MAILS DUE.

Canadian (*Empress of India*) 25th inst.
American (*Albatross*) 26th inst.
German (*Sachsen*) 31st inst.
Indian (*Narmada*) 6th prox.
Canadian (*Tartar*) 7th prox.
Australian (*Barren*) 8th prox.
The Great Northern s.s. *Devia* left Shanghai at 2 p.m. to-day, and is expected here on the 26th inst.
The s.s. *Albatross* left Hongkong for Yokohama at 2 p.m. to-day, and is expected here on the 26th inst.
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PELEGRAMS

[Rulers.]

Trafalgar Day in London.

LONDON, 22nd October.
An immense concourse attended a semi-religious semi-military celebration at Trafalgar Square on Nelson's centenary.
Bishop Welldon officiated, and Kipling's *Recessional* was recited.

The crowd sang the national anthem most impressively.

[The Rt. Rev. J. E. C. Welldon has been Canon of Westminster Abbey since 1901. From 1898 to 1899 he was bishop of Calcutta and Metropolitan of India, and for eight years was headmaster of Harrow School.]

Fatal Accident to a British Naval Officer.

While Commander Phillips, of H.M.S. *Victorian*, was directing salvage operations, to the *Assistance*, a piece of machinery fell upon and killed him on the spot.

The Command of the China Squadron.

Vice-Admiral Sir Arthur Moore has been appointed Commander-in-Chief of the China Squadron, and Admiral Sir A. Curzon Howe succeeds him as second-in-command of the Channel fleet.

[Vice-Admiral Sir Arthur William Moore, K.C.B., was born on the 30th July, 1847, and entered the Navy at the age of 13. After serving through the Egyptian war of 1882 he was promoted two years later, to the rank of captain. He was one of the representatives of England at the anti-slavery congress held at Brussels in 1890, and in the following year served on the Australian Defence Committee. He was a Lord Commissioner of the Admiralty from 1898 to 1901, and for the past three years has been the Commander-in-Chief of the Cape of Good Hope and West Coast of Africa station. Rear Admiral the Hon. A. G. Curzon-Howe was until lately second-in-command of the China Squadron and flew his flag on the battleship *Abdon* until June last, when he was relieved by Rear-Admiral William Das Vieux-Williams. Before coming out to China Rear-Admiral Curzon Howe was second in command of the Channel Squadron and flew his flag on the *Magnificent*.]

The Captured British Officers.

The *Pathfinder* (H.M.S.) has returned to Tangier with the released British marine officers.

President Loubet Visits Spain.

President Loubet has gone to Madrid.

The Russian Strikes.

TO STARVE ST. PETERSBURG AND MOSCOW.
The railway strikes are spreading throughout Russia, and Moscow is practically cut off. It is stated that the strikes are the result of political manoeuvres, aimed at the eventual starving of St. Petersburg and Moscow.

French Policy.

AN ARMED NEUTRALITY.
The *Temps*, in a noteworthy article, says that, in the event of a war between Great Britain and Germany, the policy of France would be one of an armed neutrality, so formidable as to prevent any one thinking of implicating her in a quarrel in which she was not concerned.

[Straits Times.]

Sweden and Norway.

The Swedish Riksdag has approved the convention for the dissolution of the Union.
The Chief of the Police at Krásvoyarsk was killed by six shots on returning from the theatre.

Troubles in Russia.

The sub-chief of the Police at Kishineff has been assassinated. He was largely responsible for the massacres there in 1903, and for the recent anti-Jewish disturbances there.
Strikers at Moscow erected barricades yesterday.

The Cossacks charged and broke them down. Several persons were injured.

Prince Troubetski, the leader of the moderate Russian Reformers, died suddenly at the close of a spirited speech, regarding troubles at the Moscow university, before a special government-commission sitting at St. Petersburg.

Royal Visit to India.

BALLOON FOR THE PRINCE.
Mr. Spencer, the well-known aeronaut, has started for India, whither he is taking a large balloon for the use of the Prince of Wales who desires to take birdseye (photographic) views of some Indian cities.

CANTON CURRENCY.

During the past few years, mints have been established in nearly every province, which, naturally wanting to protect its own interest, now and again has memorialised the Throne for permission to prohibit the importation of the currencies from other provinces. Of these mints, the one at Canton appears to be the oldest and, consequently, the coins it has produced are current throughout all the provinces. Viceroy T'ien-tai, fearing that the prohibition, if sanctioned, would be greatly detrimental to the interest of Kwangtung, has, a few days ago, presented a special memorial requesting that the coins minted at Canton be, as hitherto, accepted as legal tender throughout all the provinces, and that those of the latter should obstruct their circulation. It is stated that the memorial has already been referred to the Board of Revenue for consideration and report. — *S. C. Daily Journal*.

The same paper states that a censor has memorialised the Throne, asking that the Board of Revenue be commanded to draw up the rules relating to the coming and circulation of the coin-cash, paper-cash, and silver, and that the Board of Revenue be commanded to draw up the rules relating to the coming and circulation of the coin-cash, paper-cash, and silver, and that the Board of Revenue be commanded to draw up the rules relating to the coming and circulation of the coin-cash, paper-cash, and silver.

HONGKONG'S LOSS.

"CAREWITCH" WILL NOT BE DOCKED HERE.

During the past week rumours have been current in Hongkong to the effect that the Russian cruiser *Carewitch*, which is at present lying at Tsingtau, was to be sent to the Hongkong and Whampoa Docks for repair. This rumour was considerable foundation for the report is evident from the information which a representative of the *Hongkong Telegraph* received to-day from a gentleman, the head of a local firm, who has just arrived from Tsingtau. It appears that the Russian naval authorities decided, in view of the amount of work remaining to be done in connection with the Russian vessels at Shanghai, to send the *Carewitch* to Hongkong, but in the first place it was necessary to learn whether the docks here could accommodate a warship of the displacement of the *Carewitch*, which is given at 13,110 tons. The Russians themselves appear to have been somewhat in the dark as to the depth of water which the cruiser draws. At all events they telegraphed to the Hongkong and Whampoa Dock Company, asking whether the *Carewitch* could be repaired here. It is not stated what the answer was, but apparently there was a suggestion that the stores and guns aboard the vessel should be landed at Tsingtau, so that the warship might arrive in Hongkong as light as possible. The *Carewitch*, it may be explained, draws 29 feet when her coal bunkers are full.

The Russian authorities were distinctly averse to the proposal that the guns should be landed. Their idea was that the *Carewitch* should call in at Hongkong, and be patched up just sufficiently to enable her to proceed to the Baltic. There was no intention that she should be thoroughly overhauled; that could be done in Russia. The idea was mooted that the *Carewitch* should dock at Vladivostok, but that suggestion was also taboed. An examination of the warship was made and a report submitted, showing that the cruiser was in fairly good condition. The belief was expressed that she could make the voyage to the Baltic without repairs; and accordingly it has now been decided to take the cruiser back to Europe without docking in the East. In all probability the *Carewitch* will pass through Hongkong on her way home. The resolution declining the assistance of the Hongkong and Whampoa Dock Company means, of course, a considerable loss to Hongkong, but in the circumstances it appears to have been inevitable.

With regard to the smaller craft, torpedo destroyers, gunboats and 2nd class cruisers, these are all to proceed to Vladivostok without delay. The warships which are at Shanghai being overhauled will go to Vladivostok before the harbour is frozen, and it is stated, the vessels which were interned in the Philippines are also under orders to clear for Vladivostok.

The navy ferry boat *Rapido* after making her regular trip to Manila on the 18th inst. made a trip to the Russian flagship *Aurora* for the purpose of delivering to that vessel 700 pounds of powder for saluting purposes. The destination of the cruisers has as yet not been officially made known. The vessels are held ready to sail at a moment's notice although it is not expected that they will leave Manila before the end of the present month.

FOREIGNERS IN NON-TREATY PORTS.

AN OFFICIAL PROHIBITION.

A native newspaper called the *Yikwaingao* learns that in response to the request of the "Protet of Tientsin, H.E. Viceroy Yuan Shih-kai has sent instructions to the various officials under his jurisdiction in Chihli province to the effect that foreigners establishing homes in non-treaty ports and cities are acting against treaty rights. The recipients of the Viceroy's instructions are therefore ordered to see to it that such homes are closed without unnecessary delay. Furthermore, it has been observed that with the construction of railways in the interior a number of foreigners have of late been establishing homes, etc., along certain portions of the routes of these railways, which must also be strictly looked into by the local authorities of the districts concerned. One month is given for the performance of this duty.

CANTON-HANKOW RAILWAY.

THE REQUISITE FUNDS.

About 1400 li of the Canton-Hankow line runs through Hunan; the cost of that section is estimated at 20 million dollars, of which 14 millions have been raised by Viceroy Chang Chih-tung by means of foreign loans, and the sale of shares in scrip. The remaining 6 millions will be made good by Hunan province in the following manner. The subscription will be opened for five years. The revenue from the rice levies at Nanchow is estimated at half-a-million a year, which means 24 millions in five years; deducting half-a-million for the cost of maintenance of the station, leaves two millions for the railway enterprise. The wealthy merchants of Hunan have promised one million. The amount now short is only three millions which, says the *China Gazette*, can be easily made up by a slight increase on land taxes in Szechuan. There is no cause for anxiety in raising the requisite funds for this purpose.

The Throne is going to appoint Viceroy Chang Chih-tung, Director-General of the Canton-Hankow Railway Administration, with Sir Liang Tseng-tung, the present Minister at Washington, and Tong Shao-yi, the Tibetan Treaty Commissioner, as assistant Directors of same. The Viceroy Chang Chih-tung was asked by his friends whether the appointment would be acceptable. The latter declined the appointment, recommending Liang and Tong to the post.

MANILA'S FUTURE.

THE COLLECTOR OF CUSTOMS' VIEWS.

The Collector of Customs at Manila is in a wroth because a writer in a Singapore paper has been adversely criticising the port. The writer of the article in question spoke of the storms which sweep over Manila harbour, rendering it unsafe for shipping. But the main point to which the Collector of Customs takes objection is the statement that Manila—being entirely outside the channels of commerce—can never become a great port such as Hongkong or Singapore. According to Collector Shuster that is ridiculous. The improvements which are being made, or are going to be made, at Manila port will bring it into line with the first-class ports of the world. No one need fear the possibility of earthquakes devastating the country—the records show that there have been less than fifty violent or destructive earthquakes experienced in and about Manila during the past three hundred years. But seventeen "violent or destructive earthquakes" every century gives an average of one nearly every five years, which is not exactly reassuring. As to Manila becoming a first-class port, the Collector admits that the great steamship lines do not at present call at Manila, but he says that Manila, as the principal port of the Philippines, "will create new commerce" and then the Norddeutscher Lloyd, the P. & O. and, presumably, the Messageries Maritimes boats will find it to their advantage to call at Manila. Even now the "steamers of two of the leading lines, the China Navigation Company and the Eastern and Australian Company, call at Manila." The Singapore writer suggested that the exports of the Philippines were small, and would continue to be small, unless Chinese coolies were brought in. The Collector traverses that assertion and quotes some figures. He adds—"It is apparent that the trade of the islands has not languished, even during several years of war and internal disorder, despite the lack of Chinese coolies which the Singapore correspondent believes to be so essential to the productiveness of the Philippines." Waxing enthusiastic, the Collector has a rosy vision of the time when Manila will be what is called the "entrepot" of the Orient. He says: "As a distributing centre for the Philippines, alone, Manila will attain a leading place in the ranks of the commercial ports of the Orient; and as a commercial entrepot for wares destined for transshipment to other points in the East its importance will be further increased." Of course, this is all very satisfactory from a Manila point of view, and he would be a poor Collector of Customs who could not magnify his office, but it is scarcely convincing. There is rather too much of the future tense about it. In one remark the Collector makes a slip. The Singapore writer criticised the requirement that only vessels flying the American flag can engage in the coasting traffic, and asserted that the monopoly of such trade would always be a hindrance to commerce. In reply, Collector Shuster boldly declares that—"The retention of coasting privileges for domestic ships is the rule nearly all over the world, and no country is more jealous of this principle than Great Britain, but her commerce does not seem to have been retarded as a result." Unfortunately for the Collector, Great Britain is the great and glaring exception to the rule. The coasting trade of Britain is not confined to vessels flying the British flag. Any old tramp, flying any square of bunting, can ply from one port to another in Britain. That is one of the great grievances of shipowners and shipmasters. The Merchant Shipping Guild of Liverpool has had the matter under consideration time and again, but as long as free trade finds favour with the majority there is no likelihood of any change.

KAYE v. BOYD.

THE CASE SETTLED.

A few days since we gave a summary of the proceedings, instituted by C. B. Kaye against W. H. Boyd, and heard at Shanghai. We now find that on the case again coming before the Court, the Chief Justice, Mr. H. W. de Saumarez, asked if it was not possible for the parties to come to some arrangement. If this was done he would like it to come before Mr. Leake, the Receiver, was called to give evidence.

An adjournment of fifteen minutes was asked for by Mr. McNeill.

His Lordship, in ascending, said it was on his mind that so far as the evidence had gone it seemed to him very likely that there was some kind of misunderstanding between the parties as to the dissolution of partnership agreed upon. That was his impression up to the present on the evidence.

After about twenty minutes' interval Mr. Phillips said he was very glad of his Lordship's intervention, as also was his learned friend, Mr. McNeill. He was glad to say that a settlement had been arrived at and if his Lordship pleased he would announce the terms. Mr. McNeill agreeing. The terms agreed to were as follows:—
The defendant, Mr. Boyd, abandons his claim against the Association of \$65,000. The assets which are referred to as cash in the hands of the receivers and cash in bank to be equally divided among the parties. All goods in the hands of the receivers to be equally divided between the parties and the realisation of any and doubtful debts of the Association to be also divided. The plaintiff, Mr. Kaye, abandons an amount of £200 part of the purchase money of Boyd, Kaye, and Co. Of this amount the judgments already obtained for £250 and an outstanding promissory note for £250 are to be cancelled and the proceeds to be paid to the plaintiff. Each side to pay his own costs of these proceedings and of the proceedings in respect of the judgment obtained for £250.
His Lordship then said that he had an order of the Court in judgment for these terms.
Mr. Phillips:—If your Lordship please.

THE "ROBERT DOLLAR" LINE OF STEAMERS.

OF STEAMERS.

The "Dollar" line of steamers for which Messrs. Amphib, Karberg and Co. are local agents, have recently added to its already substantial fleet the s.s. *Hazel Dollar*, which has just reached these waters on her maiden voyage. The vessel represents a type of modern carrier which is certainly destined to figure prominently in the maritime commerce of the East as being singularly adaptable to the stowage, with economy, of lumber and other bulky cargo, which the ordinary build of steamer is unable to handle. Built by Roger and Co., of Glasgow, Scotland, with spacious holds, beams and stanchions being as far as possible dispensed with, a clear stowage for lengths up to 80 feet can be obtained, affording in the aggregate below decks some 360,000 cubic feet, while the 'tween decks and poop space add an additional 400,000 cubic feet to the carrying capacity. On her deep-load line draught of 33 feet with a freeboard of six feet, she has a deadweight tonnage of 7,070, or 37 45 tons per inch. On her present voyage from Puget Sound to Hongkong, she is carrying 2,824,185 feet of lumber in holds and 866,293 feet on deck, making a total of 3,690,478 feet. The *Japan Chronicle* says it is the intention of the owners to provide a cheaper rate of freight to Eastern shippers to points on the Pacific Coast than is possible by the ordinary mail steamers, and thus introduce into the markets of America commodities which have been unable to find transportation at workable rates. With this object in view two new steamers of a similar construction are now on the stocks and will be taken into the service as soon as possible.

COMMERCIAL.

SHANGHAI SHARE MARKET.

Advices from Shanghai, dated 20th October, state:—Business reported:—North China at Tls. 90 cash, and Tls. 91 for January 1906. Shanghai and Hongkong Wharfs at Tls. 18 1/2 for October, and Tls. 200 for March, 1906. Indo-China at Tls. 69 1/2 for Dec. Farnham, Boyds at Tls. 144 for October. Ewos at Tls. 55 1/2 for October. Lau Kung-Mow at Tls. 61. Chinese Engineering and Mining Co. at Tls. 9 1/2. B.S. Langkats at Tls. 240 for October, and Tls. 245 1/2 for Dec. Telephone at Tls. 57. Business done direct:—Shanghai and Hongkong Wharfs at Tls. 18 1/2 for October, and Tls. 200 1/2 for March, 1906. Indos at Tls. 68 for Oct. Farnham Boyds at Tls. 144 for Oct., and Tls. 146 1/2 for December. Wei-hai-wei Golds at 38. Langkats at Tls. 240 for Oct., and Tls. 246 1/2 for December.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. 1/11 9/16
Do. demand 1/11 15/16
Do. 4 months' sight 1/11 15/16
France—Bank T.T. 2/47
America—Bank T.T. 2/47
Germany—Bank T.T. 2/47
India T.T. demand 1/140
Do. demand 1/140
Shanghai—Bank T.T. 9 1/2 prem.
Singapore T.T. 9 1/2 prem.
Japan—Bank T.T. 96 1/2
Java—Bank T.T. 118

Buying.

4 months' sight L/C 2 0 1/16
6 months' sight L/C 3/0 3/16
30 days' sight San Francisco & New York 48 1/2
4 months' sight do. 49 1/2
30 days' sight Sydney and Melbourne 2 0 5/16
4 months' sight France 2 5 1/2
6 months' sight do. 2 5 1/2
4 months' sight Germany 2 5 1/2
Bar Silver 28 13 1/16
Bank of England rate 2 %
Sovereign 10 1/15

OPIMUM QUOTATIONS.

To-day's quotations are as follows:—

Malwa New 1,100/1,130
Old 1,140/1,160
Older 1,180
Oldest 1,200
Paina New 1,010
Old 1,025
Bewares New 985
Old 985
Persian (Paper) 985

A copy of the Russian *Official Gazette* which has been received at Tokio states that a torpedo depot-ship of the *Yentsei* type is in course of construction at St. Petersburg. It will be named the *Amur*. A battleship of 15,000 tons which is to be built at London will be called the *Rurik*. The auxiliary cruisers *Dnieper* and *Rion* are to be returned to the Volunteer Fleet. It will be recalled that these vessels, which became notorious for their buccanery exploits during the war, were formerly the volunteer steamers *Petersburg* and *Smolensk*.

To-day's Advertisements.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, TO-MORROW, (WEDNESDAY), the 25th October, 1905, at 11 A.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street, A QUANTITY OF GOLD AND DIAMOND JEWELLERY. TERMS—As usual. HUGHES & HOUGH, Auctioneers. Hongkong, 24th October, 1905. [1042]

CHRISTMAS GREETINGS IN ADVANCE.

AN early opportunity to those wishing to send greetings to their Relatives and Friends at Home. I have just opened a packet of RAPHAEL TUCK & SON'S XMAS AND NEW-YEAR CARDS of various pretty designs, and descriptions, specially selected to suit the taste of young and old. Moderate prices and usual 10% discount for Cash. Inspection earnestly solicited. H. RUTTONJEE, No. 1, D'Almeida Street, Hongkong, 24th October, 1905. [1043]

To-day's Advertisements.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, TO-MORROW, (WEDNESDAY), the 25th October, 1905, at 11 A.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street, SUNDRY PHOTOGRAPHIC APPARATUS AND GOODS, Comprising:—One Camera, One Lens, 5 Plates, Green and Black Cloth, Bromide Paper, 110's Plates, Photo Mounts, a quantity of Chemicals, 3 Gramophones with Records, &c., &c., &c. ALSO 25 Pick Axes, 25 Shovels, 2 Danks, 1,500 Calico Wappers and 2,000 Bamboo Beds. TERMS—As usual. HUGHES & HOUGH, Auctioneers. Hongkong, 24th October, 1905. [1039]

SANITARY BOARD OFFICE.

HONGKONG.

TO THE OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BYE-LAWS (as amended), every Domestic Building or part of such Building within the CENTRAL DIVISION of the CITY OF VICTORIA and the WESTERN DIVISION of KAU-LUNG occupied by members of more than one family must be Cleaned and Lime-washed THROUGHOUT by the owner during the months of September and October. A.B.—The word "Throughout" used in this notice means that the Houses should be Lime-washed in respect of all the Walls of each Room and Staircase, all Cubicle Partitions, Stair Casings and Stair Linings, all Ceilings and the Undersides of Roofs both in Main Buildings, Offices and Servants' Quarters and inclusive of Verandahs. The Back Yard should have its containing Walls Lime-washed up to the level of the first floor. Carved, Painted or Polished Woodwork in good condition, however, need not be Lime-washed but must be Cleaned. The Central Division of the City lies between Gilman Street and Peel Street on the East and Tank Lane and Cleverley Street on the West. Kau-lung is divided into the Eastern and Western Divisions by Robinson Road and a straight line drawn from the north end thereof through the Yau-ma-tei service reservoir to the northern boundary of Kau-lung. G. A. WOODCOCK, Secretary. Dated this 2nd day of October, 1905. [1038]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENMOHR,"

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 31st instant will be subject to rent. All Claims against the Steamer must be presented to the Undersigned, on or before the 7th November, or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th instant, at 11 A.M. No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents. Hongkong, 24th October, 1905. [1040]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"GREGORY APCAR"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside. Cargo impeding the discharge will be landed at once, at Consignees' risk and expense. Cargo remaining on board after 4 P.M. of the 26th instant, will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited. Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense. No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned. DAVID SASSOON & Co., LIMITED, Agents. Hongkong, 24th October, 1905. [1041]

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"GREGORY APCAR,"

Captain J. G. Olifent, will be despatched for the above Ports, on TUESDAY, the 31st instant, at 3 P.M. For Freight or Passage, apply to DAVID SASSOON & Co., LIMITED, Agents. Hongkong, 24th October, 1905. [1041]

THE HONGKONG FROZEN

FOOD SUPPLY.

FINE AUSTRALIAN LEMONS.

AUSTRALIAN SMOKED FISH.

FRESH CANADIAN SALMON.

See our Price List on page 8.

HONGKONG, 24th October, 1905. [1042]

THE BEST IN THE MARKET AT THE PRICE.

H. PRICE & CO.

WINE MERCHANTS.

12 QUEEN'S ROAD CENTRAL.

Hongkong, 24th October, 1905. [1043]

and see that you get it.

\$14.00 per dozen.

CLUB WHISKY

ASK FOR

Beware of Imitations

of

this well-known and

popular

BRAND

SCOTCH WHISKY.

"CLUB"

Trade Mark

TELEPHONE No. 135.

HONGKONG, 18th October, 1905. [521]

VICTOR RECORDS

AND

TALKING MACHINES.

HONGKONG, 18th October, 1905. [521]

HONGKONG, 18th October, 1905. [521]

HONGKONG, 18th October, 1905. [521]

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